

# INFORMATION REPORT

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not only be robbed but also killed, and the homicide and robbery details of the local police cannot even search for the criminals. It is rumored locally that the police and bandits work together. There are very many women of loose morals in this town, and they have given it the name "the town of fast women". The pay of the workers of the Merchant Fleet in Makhachkala is in the second tariff zone.

4. The cargo turn over is calculated from the total amount of processed freight coming into the port and the total amount going out of the port. The cargo turn over quota plan for 1951 was 0.7 million tons. This was composed of 0.3 million tons leaving the port and 0.4 million tons coming into the port. The cargo turn over plan for Makhachkala for 1951 was as follows (not counting passenger traffic):

| Type of Cargo          | Total Cargo leaving port in million tons | Total Cargo coming to port in million tons | Increase in mass of work on account of working coefficients by variants |                    |
|------------------------|--|--|---|--------------------|
|                        |  |  | Railroad-Pier-Ship  | Ship-Pier-Railroad |
| Machines and equipment | 0.2                                      | 0.1  | 0.2   | 0.1                |
| Timber                 | -  | 0.1  | -   | 0.1                |
| Minerals               | -  | 0.1  | -   | 0.1                |
| Provisions             | 0.1                                      | 0.1  | 0.1   | 0.1                |
| Total                  | 0.3                                      | 0.4  | 0.3   | 0.4                |

Actually, the gross cargo turn over was quite a bit higher on account of the working coefficient. In 1951, the working coefficient was planned at 2.0. It is necessary to note that the work in Makhachkala borders on inadequacy. The basic reasons are, officially, poor organization and the inefficient use of machinery in the storage areas. The cost of the loading-unloading work is enormously high. The number of ships standing idle in the port is always higher than the norm requires. The uneven planning of cargo turn over has still another effect on the inadequate work. Great inequalities exist in the volume of cargo turn over; in one period it is too low and in another period, too high, resulting in difficulty in maneuvering people and machinery. The average number of stevedores is 230 to 250 men. The fulfillment of the norm for the stevedores is overshot by 200%, which gives a wage (piece-progressive system) of up to 1,000 - 1,200 rubles a month per man.

5. The port of Makhachkala was nationalized by a directive of the government in February 1918. Until 1923, the port was under Kaspar, but since 1923 it has been independent. The port structure is similar to those of the other ports of the USSR. In charge of the port are the Chief of the Port and his assistants, the Chief-Engineer and Exploitation Assistant. The port has the following sections:

Exploitation Section  
 Commercial Section  
 Mechanical-Ship Section  
 Mechanization Section  
 Communications Section  
 Planning Section  
 Wage and Labor Section  
 Bookkeeping Section  
 Finance Section  
 Personnel Section  
 Military-Mobilization Section  
 Capital Construction Section  
 Repair and Building Section  
 Communal Dwelling Section  
 Secret-Code Section  
 Supply Section  
 Administrative-Economic Section  
 The Captain of the Port and Navigation Section  
 Mechanization Section  
 Warehouse Section  
 Passenger Terminal  
 Port Boatwains and Sailors

6. Political activity is directed by the political section of Kaspflot. The port's newspaper the "Bolshevik Kaspeya" is published by Kasptanker. Fire and guard work in the port is handled by the Sea Section of Militarized Defense which is directly subordinate to the Central Section of Militarized Defense of the Ministry of the Merchant Fleet. No reconstruction or changes either in the structure or in the directorate of the port is expected in the near future.

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